

## **LISTING OF THE CLAIMS**

*The following listing of claims replaces all prior claim listings and versions in the application:*

1. (Currently Amended) An arrangement for recirculation of exhaust gases in a supercharged combustion engine, the arrangement comprising:
  - an exhaust line operable to lead exhaust gases out from the combustion engine;
  - an inlet line operable to lead first air at above atmospheric pressure to the combustion engine;
  - a compressor positioned at the inlet line and configured to compress the first air;
  - a return line comprising a connection to the exhaust line and a connection to the inlet line, and configured to recirculate the exhaust gases from the exhaust line to a position of the inlet line downstream of the compressor;
  - a liquid-medium cooler operable to cool the exhaust gases in the return line by use of a liquid medium;
  - an air cooler cooled by ambient air, the air cooler being incorporated in the inlet line downstream from the connection of the return line to the inlet line so that, when the exhaust gases are returned via the return line, the air cooler cools a mixture of the exhaust gases and the first air before the mixture is led to the combustion engine; and
  - an engine coolant cooler configured to cool liquid medium for cooling the combustion engine and having a main extent positioned parallel to a main extent of the air cooler.
2. (Previously Presented) An arrangement according to claim 1, further comprising a cooling system containing the liquid medium operable for cooling the combustion engine.
3. (Previously Presented) An arrangement according to claim 2, wherein the liquid-medium cooler is positioned in close physical proximity to an engine coolant cooler operable to cool the liquid medium for cooling the combustion engine.
4. (Previously Presented) An arrangement according to claim 2, further comprising an EGR valve incorporated in the return line.

5. (Previously Presented) An arrangement according to claim 4, further comprising a control unit operable for controlling the EGR valve.

6. (Previously Presented) An arrangement according to claim 2, further comprising a turbine positioned and operable to be driven by the exhaust gases in the exhaust line which are not led into the return line, and a compressor operable to be driven by the turbine so that the compressor compresses the first air in the inlet line.

7. (Previously Presented) An arrangement according to claim 1, wherein the combustion engine is a diesel engine or an Otto engine.

8. (Previously Presented) An arrangement according to claim 7, further comprising a venturi between the return line and the inlet line, wherein the venturi delivers returned exhaust gases drawn into the inlet line.

9. (Previously Presented) An arrangement according to claim 1, further comprising an EGR valve incorporated in the return line.

10. (Previously Presented) An arrangement according to claim 1, further comprising a turbine positioned and operable to be driven by the exhaust gases in the exhaust line which are not led into the return line, and a compressor operable to be driven by the turbine so that the compressor compresses the air in the inlet line.

11. (Previously Presented) The arrangement according to claim 1, wherein the air cooler is positioned parallel to an engine coolant cooler along a main extent of the air cooler, the engine coolant cooler operable to cool the liquid medium for cooling the combustion engine.

12. (Canceled)

13. (Currently Amended) The arrangement according to claim 1, further comprising: a fan positioned and configured to cool both the engine coolant cooler and the air cooler.